

TO CIRCLE THE WORLD DOME

Aeronaut Stevens, First to Sail a Dirigible Balloon in United States, Will Fly Over City.

TELLS OF SUCCESSFUL TRIP.

His Machine Worked Perfectly in Fight and Inventor Says Air Voyages Will Soon Be Popular.

"I fully believe that in less than five years airship driving will replace automobiles and be the popular mode of light conveyance."

This opinion of Leo Stevens, the aeronaut, after his most successful flight in his dirigible balloon at Manhattan Beach, may be even more prophetic than is generally believed. Although it had an unfortunate ending, his trip was pronounced a certain success, not only by Stevens, but by all who saw it.

Fully six miles were covered in the air by the pioneer airship sailor of this country. The speed was reckoned about seven miles with the light wind, and about four against it. The ship's distance from earth during the trip varied from 400 feet to more than a mile and a quarter.

Stevens himself is elated over his achievement. The flight was made most unexpectedly, and Stevens was not fully prepared. Yet his rivalry with the owners of the Santos-Dumont No. 6 led him to cast off his anchor and fly while he was yet experimenting at a height of 200 feet and essay his flight in sheer pluck.

Beat His Rival.
He declares that he not only out-speeded, out-controlled and out-sailed the Santos-Dumont No. 6, but that his balloon possesses many superiorities in the line of safety that No. 6 has not.

Stevens says he will wager that Mr. Boice feared for his personal safety on his trip, this being the reason for his alighting from the Santos-Dumont in a lot of miles from Brighton Beach, where he went up.

To an Evening World reporter this morning Stevens gave a description of his craft and an outline of his plans for the future.

"Mr. Austin Corbin, Jr., is making my experiments," he said, "and from the success of yesterday I feel that he will no longer hesitate to have made for me the steel balloon that will demonstrate fully the feasibility of my ideas."

"Mr. Corbin is an enthusiast on airships and he has already spent more than \$15,000 on my experiments in the past four months. Before that I personally expended between \$5,000 and \$8,000."

"I do not expect to fly the ship again until the latter part of the month, unless I go to Washington and give a demonstration of its efficiency as a war vessel while the Grand Army encampment is on next week."

"We will have good ballooning days this month, and after making one or two minor changes in the speed mechanism I shall attempt to fly over the city of New York. It will be easy. I have no fear in the air, and have confidence in my machine. It will fly, and before the month is out the three and a half millions in Greater New York will have a chance to see it."

"One more thing I am sure of after my trip of yesterday. It is that the airship must be a dirigible balloon. No aeroplanes will ever fly with human freight. They talk about birds being aeroplanes, but I am not so sure that birds are not dirigible balloons. I believe it will be found that their excessive consumption of hydrogen is what gives them their great buoyancy."

"Vacuum is no good. Aluminum cannot be used safely. The airship of the future—the future of five years—will be a sheet-steel envelope filled with pure hydrogen supporting a steel frame, work with a gasoline motor of 50 or 75 horse-power to turn the propellers."

To show the people of the city how easily I can steer my ship, I shall descend and encircle the dome of the Pulitzer Building, equalling Dumont's trip around the Eiffel Tower."

First to Fly Here.
There was considerable ill-feeling today between Stevens and Boice over their priority of claim as to which was the first to navigate the air of the United States.

"I certainly was the first," declares Stevens. "Why? Because yesterday my ship was in the air long before Boice thought of trying his. He is no aeronaut, and from his aerodrome at Brighton Beach he always watched me to get his cue when the atmospheric conditions were favorable for ballooning."

"My balloon was captive in the air all the afternoon and Boice got his machine out. I was surprised to see him sail away, and in the heat of the moment I shouted to my men to cast off."

"The drag rope was too short to suit me, and I had to wait until they spliced on a piece to make the drag 1,600 feet long. The knot in it was what gave me my only trouble."

"The wind was carrying Boice from the shore. I went higher than he was, and to my delight, though not surprise, I found I was sailing in the air, going where I pleased. It was grand. It was as much different from plain ballooning as riding in a hand car is from an express train. Ballooning is exciting, but airship sailing goes away beyond it."

"I watched Boice sink gradually, until I think he got scared and opened the emergency valve. Then he went straight down."

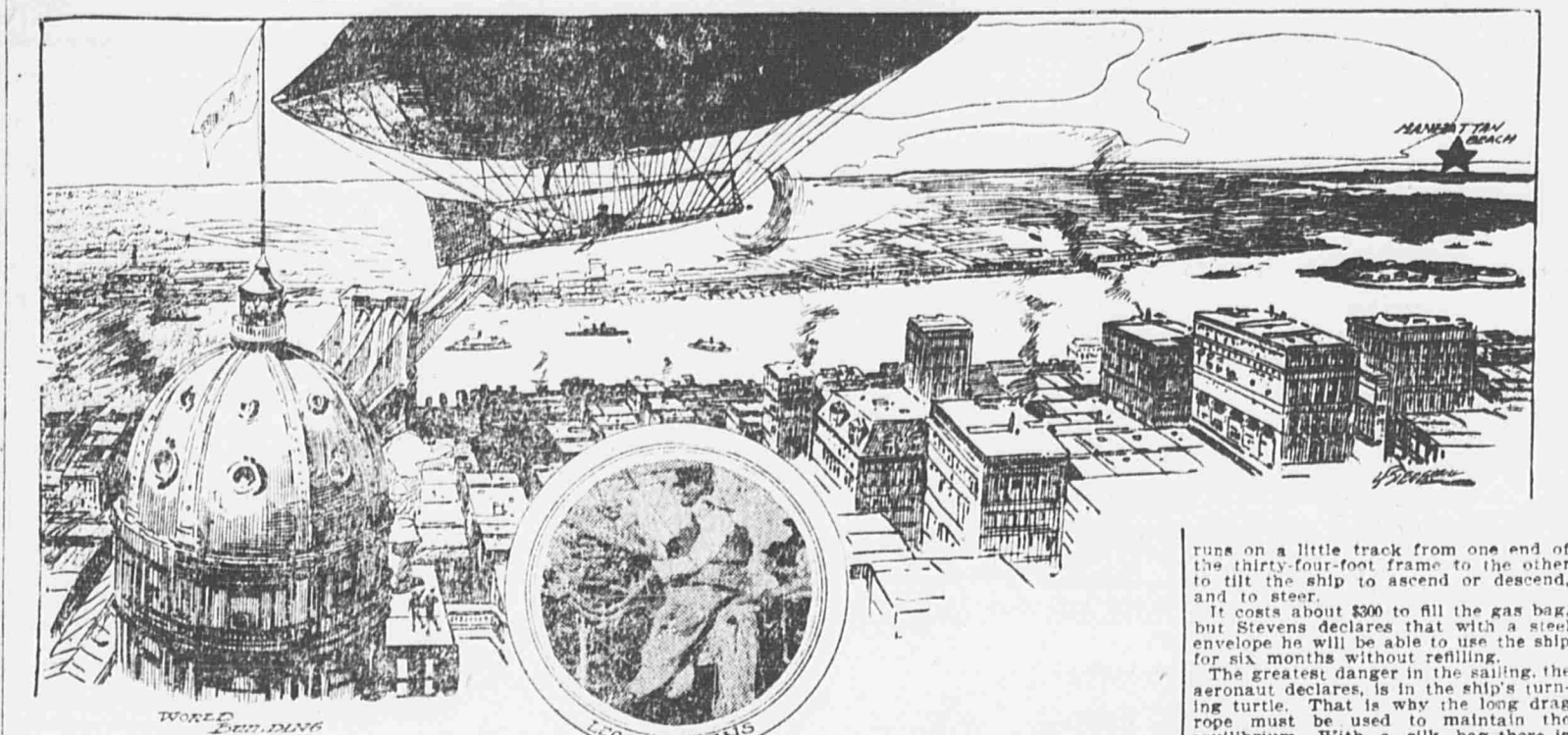
"I cried about the Sheepshead Bay race track and saw Boice stop. Then I went back, turning as I pleased, and had a course for horses and a crowd of about three miles and had varied in height from 200 to 4,000 feet."

"Three Coney Island men were caught in electric light wires and the number was burned off. A lifeboat came when the starting plug on the engine dropped—out. Of course, the motor stopped, but I was not hurt. I was hanging at a net of wires so as not to hurt."

"I forgot about the electricity and the steel frame, and as the ship settled I was pretty well scared to see flashes from the wires to the frame. It was a serious position, perhaps, as the gas is most inflammable and explosive."

"My men carried the machine back

STEVENS WILL FLY FROM BRIGHTON TO NEW YORK AND CIRCLE THE WORLD DOME.



(Drawn by L. Biederman.)

to the aerodrome. I wired Mr. Corbin of my success, though I know he will be angry that I didn't wait for him to see my trial trip.

Stevens's machine is of the regulation clear shape pointed at both ends. The Japanese silk bag is 8 1/2 feet long and 2 1/2 feet through the middle. The cost of the aerodrome is \$3,500. It being the finest of the Japanese product, weighing 110 lbs. and is 50 yards, although 38 inches wide.

The motor is a 7 1/2 horse-power and turns two fans, each of about 20 square feet. The most peculiar feature of the Stevens craft is that the propelling fans are not at the rear, but in front, thus screwing into the air and pulling the ship along rather than pushing it.

Stevens sits on a little seat just in front of the engine. He has three things to do besides watching the wind and his course—to tend the engine, adjust the eighty-four-pound sliding weight that

runs on a little track from one end of the thirty-four-foot frame to the other to tilt the ship to ascend or descend, and to steer.

It costs about \$300 to fill the gas bag, but Stevens declares that with a steel envelope he will be able to use the ship for six months without refilling.

The greatest danger in the sailing, the aeronaut declares, is in the ship's turning turtle. That is why the long drag rope must be used to maintain the equilibrium. With a silk bag there is some gas leakage, and the ascent must be gradual or there will be an explosion when the gasoline engine suddenly pops up in the escaping hydrogen. This is what caused the death of Severo, the Russian aeronaut.

Stevens has made nearly 2,000 ascensions in various kinds of balloons, beginning with stealing a ride when only eleven years old. He is now about thirty.

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The Rothenberg store is the very hub of activity in this line. We are making great gains over all previous records. Why? Because we never let our showing become depleted. Because we try to make each year surpass the one before in scope of beauty and display. Because we persistently undersell all competition. Because—and this is as important as any other reason—we never promise goods before we can deliver them. We deliver and lay carpets exactly when we say we will.

Smith's \$1.10 Axminster Carpets To-Morrow at 85c.
This is a special for to-morrow only. If you need a fine carpet, no matter for what surroundings, you should not miss this opportunity. With or without borders to match. Selling to-day at \$1.10 per yard, special for to-morrow, only..... **85c**

There is still good selection among these excellent Brussels, in parlor, sitting room, hall and stair patterns, which sell usually from 75c. to 85c. per yard, special, at..... 52 1/2c

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Bromley's All-Wool Smyrna Rugs, 12 feet long and 9 feet wide, the standard in quality, rich Persian and Oriental patterns, every rug guaranteed all wool; actual value \$20.00; on sale to-morrow..... 14.50
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All-Wool Smyrna Rugs, 60 inches long and 30 inches wide, reversible, Oriental and floral patterns, worth \$2.25; special at..... 1.49
Reversible Smyrna Rugs, 15 feet long and 12 feet wide, suitable for very large rooms, or for office use; value \$22.50; sale at..... 16.98

Five Winners in Lace Curtains and Portieres.
Words of explanation are quite superfluous. You will recognize the importance of these items the minute you read them. Just a word of warning, though. COME TO-MORROW. We can't guarantee them to last more than one day.

\$2.98 Lace Curtains, \$1.66.
Beautiful! Shown in Renaissance, Arabian, Irish Point and Brussels Patterns, 3 1/2 and 4 yard lengths; 50 and 54 in. wide; overlock corded edges. Ought to be \$2.98, special at..... 1.66

\$6.25 Lace Curtains, \$4.50.
These are Irish Point Curtains in beautiful full patterns, deep openwork embroidery, in Duchess and Point de Paris patterns, full length and width. Reasonable at \$6.25 per pair, special at..... 4.50

500 Oriental Striped Tapestry Couch Covers, 50 inches wide, with knotted fringe all around, usually sold at \$2.25, special at \$1.10.

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Sample Parlor Tables.
Oak or Mahogany Finished Table, 24x24, usually sold at \$2.98, special at..... 1.75
Inlaid Mahogany Finished Table, 24-inch top, value \$5.00, special at..... 3.48
Inlaid Mahogany Finished Table, 24-inch top, value \$5.00, special at..... 3.48
Highly finished, 24-inch fancy shaped top, with solid brass claw feet, usually sold at \$5.25, special at..... 3.98
\$35 Sideboard for \$25.
Of highly polished quartered oak, full swell front, with three shaped French plate mirrors and cast brass handles; positively worth \$35; very special to-morrow at..... 25.00

\$19.98 Bed Outfit, \$13.75.
This malleable iron bed, guaranteed against breakage. Massive brass rail head and foot. The outfit includes a 45-lb. soft gray-hair mattress covered in satin ticking and an all-steel spring; this outfit is worth \$19.98; special price for any size complete..... 13.75

Morris Chairs, like illustration, in golden oak, imitation mahogany and Flemish, highly finished, has best spiral spring seat and brass ratchet, including reversible cushions, worth complete \$10.00; sale price for to-morrow only..... 6.98

Oppenheim, Collins & Co.

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Cravenette Ulsters, Storm Coats of Oxford, Covert Jackets, Copies of London Models in Smart Tailor-Made Fashions.

\$15.00 \$20.00 \$25.00

Ladies' Tailor Coats and Monte Carlo Coats of various materials, with superior linings.

\$15.00 \$22.00 \$30.00

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Ladies' Waists of Changeable Taffetas, Peau de Soie and fancy stripe and check silks, in several attractive styles (Value \$7.50)..... \$5.00

Taffeta Silk Petticoats, with deep accordion ruffle, all the prevailing colors (Value 8.00)..... \$4.90

BROADWAY AND 21ST STREET.

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SUNDAY WORLD WANTS WORK MONDAY MORNING WONDERS.

COACH HOLD-UP WAS BIG JOKE.

Bold Highwaymen Who "Wild-West" Wisner Party on Pioneer Were Three Friends.

LOOT WILL BE RETURNED.

(Special to The Evening World.)
GOSHEN, N. Y., Oct. 1.—Everybody in Orange County is talking to-day about the practical joke perpetrated yesterday afternoon by the three young society men of Warwick, who turned bandits and held up the "Pioneer" coach on its trip from Goshen to Warwick.

The "cat is out of the bag" to-day, and